



U.S. Department  
of Transportation

East Building, PHH-30  
1200 New Jersey Avenue S.E.  
Washington, D.C. 20590

**Pipeline and Hazardous  
Materials Safety Administration**

DOT-SP 20901  
(FIRST REVISION)

**EXPIRATION DATE: 2021-05-31**

(FOR RENEWAL, SEE 49 CFR 107.109)

1. GRANTEE: Springfield Terminal Railway Co. Inc.  
North Billerica, MA
2. PURPOSE AND LIMITATIONS:
  - a. This special permit authorizes rail tank cars containing liquid petroleum gas (LPG) to remain in specified yards for more than 48 hours after receipt to support the seasonal LPG demands for heating fuel. This special permit provides no relief from the Hazardous Materials Regulations (HMR) other than as specifically stated herein. The most recent revision supersedes all previous revisions.
  - b. The safety analyses performed in development of this special permit only considered the hazards and risks associated with transportation in commerce. The safety analyses did not consider the hazards and risks associated with consumer use, use as a component of a transport vehicle or other device, or other uses not associated with transportation in commerce.
  - c. No party status will be granted to this special permit.
3. REGULATORY SYSTEM AFFECTED: 49 CFR Parts 106, 107 and 171-180.
4. REGULATIONS FROM WHICH EXEMPTED: 49 CFR § 174.14 in that rail tank cars of liquid propane gas do not have to be moved within 48 hours of receipt at the specified yards

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5. BASIS: This special permit is based on the application of Springfield Terminal Railway Co. Inc. dated June 12, 2019, submitted in accordance with § 107.105 and the public proceeding thereon and additional information dated July 26, 2019 and July 31, 2020.

6. HAZARDOUS MATERIALS (49 CFR 172.101):

Hazardous Material Description			
Proper Shipping Name	Hazard Class/ Division	Identi- fication Number	Packing Group
Petroleum gases, liquefied or Liquefied petroleum gas	2.1	UN1075	N/A

7. SAFETY CONTROL MEASURES:

a. PACKAGING: Packaging authorized per 49 CFR § 173.314 for rail tank car containing up to 33,600 gallons of LPG.

b. OPERATIONAL CONTROLS:

(1) The prescribed rail tank cars must be located on designated tracks in the rail yards authorized under this special permit. The number of rail tank cars in storage in all the yards identified below must not exceed 1,000 at any time and must not exceed 8,000 cars during the designated heating season. This permit may only be used at the following rail yards:

- (i) Rigby Yard, South Portland Maine.
- (ii) Rockingham Junction, New Fields, New Hampshire.
- (iii) Deerfield Yard, Deerfield, Massachusetts.
- (iv) Portsmouth Yard, Portsmouth, New Hampshire.

(2) Tank Car Storage Limits:

(i) The relief authorized under this special permit is limited to cars designated to support heating fuel needs for the months of October through April.

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(ii) The grantee may hold cars at the designated yards authorized under this special permit no more than 120 days after receipt at the designated yard.

(iii) Except for movements between staging yards to facilitate service to a customer or emergency, if a tank car being held at a designated yard under this special permit is moved from that yard, it must be moved directly to the consignee for delivery. Cars will not be allowed to reenter storage under this special permit.

(iv) Shipments of LPG being held to support the designated heating season must be removed from storage by May 1<sup>st</sup> of each year.

(3) Tank Car Reporting:

(i) The grantee must electronically document the number of rail tank cars operating under the terms of this special permit and their location in the designated rail yard, the date the car was received at the yard, and the date of the 120 day hold limit.

(ii) Every 30 days, an electronic or written copy of information must be provided to the local emergency response community. In addition, the information shall be provided to duly authorized emergency response, law enforcement officials or DOT representatives upon request.

(iii) If during the 30-day report period, more than 10% of the rail tank cars in the yard are relocated, the number of rail tank cars in the yard is increased by more than 10% or a combination of the number of cars relocated and received exceeds 10% of the total on the report, the new information must be generated and provided to the local emergency response community.

(iv) The grantee must maintain railcar and emergency response information in AskRail and must provide the local emergency response community access to AskRail. Additionally, in the event of an emergency in the rail yard, the grantee must be able to provide an up-to-date copy of the information in either written or electronic format, within 15 minutes of request.

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(v) The grantee must provide an emergency response call system, which is manned 24 hours per day, 365 days per year to provide information in the event of an incident.

(4) Emergency Response Training

(i) Sixty days prior to conducting operations under the terms of this special permit, the grantee must provide training to the local emergency response community.

(ii) Training must address the general hazards associated the use of the DOT specification rail tank car when in LPG service, appropriate emergency response to a large-scale incident (fire) at the rail yard and ensuring emergency response planning (evacuation plans, etc.) is provided to the local community.

(iii) Refresher training must be provided every 12 months to the local emergency response community.

(5) Rail Yard Security/Safety

(i) The security risk assessment and security plan required by § 172.802 must be updated to address the activities conducted under this special permit and include appropriate measures to address the assessed risks. At a minimum the updated plan must include:

(A) Barriers or other safety measures to prevent unauthorized access to the locations where the materials are to be stored.

(B) Monitoring to detect unauthorized/unintended access 24 hours per day. Monitoring may be performed either on site or by remote video.

(ii) A map of the designated area of the rail yard must be developed. It must identify how track/rail tank car locations are described and show where any firefighting or safety specific items are located and any obstacles to access for response equipment. The carrier shall provide a copy of the map the local responders tasked with providing response coverage for

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the yard and shall conduct an in-person walk through to ensure that responders have requisite information to properly respond to an incident where the tank cars may be located.

(6) Before initiating operations under the terms of the special permit, the grantee must complete a comprehensive site review with the local fire department to ensure they have appropriate access to the site and that adequate firefighting capability is present at the site.

(7) The grantee must develop and adhere to a securement plan that prevents uncontrolled movements of tank cars stored under the terms of this special permit. The securement plan must account for environmental and physical variables present at each location where the cars are stored, and should indicate the means of securement, such as the appropriate number of hand brakes to set to prevent unintended movements at each location.

(8) Tank cars loaded to winter reference temperatures in accordance with § 173.314(c) Note 10 are not eligible for storage under the terms of this special permit.

(9) The grantee must develop and adhere to a written plan to monitor for and respond to any unintended product releases from cars stored under the terms of this special permit.

(10) For each security breach or leak that occurs involving cars stored under the terms of this special permit, the grantee must provide a written report to FRA and PHMSA documenting the root cause and corrective actions taken (to prevent a recurrence).

(11) The grantee must perform and document the completion of a ground level safety/security inspection that is equivalent to the inspection required by 49 CFR 174.9 upon placement of cars into storage under the terms of this special permit. Additionally, the grantee must conduct a § 174.9 inspection prior to placing cars into a train.

8. SPECIAL PROVISIONS: A current copy of this special permit must be maintained at each facility where operations are conducted under the terms of the special permit.
9. MODES OF TRANSPORTATION AUTHORIZED: Rail freight.

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10. MODAL REQUIREMENTS: None as a requirement of this special permit.
11. COMPLIANCE: Failure by a person to comply with any of the following may result in suspension or revocation of this special permit and penalties prescribed by the Federal hazardous materials transportation law, 49 U.S.C. 5101 et seq:
- o All terms and conditions prescribed in this special permit and the Hazardous Materials Regulations, 49 CFR Parts 171-180.
  - o Persons operating under the terms of this special permit must comply with the security plan requirement in Subpart I of Part 172 of the HMR, when applicable.
  - o Registration required by § 107.601 et seq., when applicable.

Each "Hazmat employee", as defined in § 171.8, who performs a function subject to this special permit must receive training on the requirements and conditions of this special permit in addition to the training required by §§ 172.700 through 172.704.

No person may use or apply this special permit, including display of its number, when this special permit has expired or is otherwise no longer in effect.

Under Title VII of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)—"The Hazardous Materials Safety and Security Reauthorization Act of 2005" (Pub. L. 109-59), 119 Stat. 1144 (August 10, 2005), amended the Federal hazardous materials transportation law by changing the term "exemption" to "special permit" and authorizes a special permit to be granted up to two years for new special permits and up to four years for renewals.

12. REPORTING REQUIREMENTS: Shipments or operations conducted under this special permit are subject to the Hazardous Materials Incident Reporting requirements specified in 49 CFR §§ 171.15 - Immediate notice of certain hazardous materials incidents, and 171.16 - Detailed hazardous materials incident reports. In addition, the grantee(s) of

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this special permit must notify the Associate Administrator for Hazardous Materials Safety, in writing, of any incident involving a package, shipment or operation conducted under terms of this special permit.

Issued in Washington, D.C.:



for William Schoonover

Associate Administrator for Hazardous Materials Safety

Address all inquiries to: Associate Administrator for Hazardous Materials Safety, Pipeline and Hazardous Materials Safety Administration, U.S. Department of Transportation, East Building PHH-30, 1200 New Jersey Avenue, Southeast, Washington, D.C. 20590.

Copies of this special permit may be obtained by accessing the Hazardous Materials Safety Homepage at [http://hazmat.dot.gov/sp\\_app/special\\_permits/spec\\_perm\\_index.htm](http://hazmat.dot.gov/sp_app/special_permits/spec_perm_index.htm) Photo reproductions and legible reductions of this special permit are permitted. Any alteration of this special permit is prohibited.

PO: Kenny Herzog